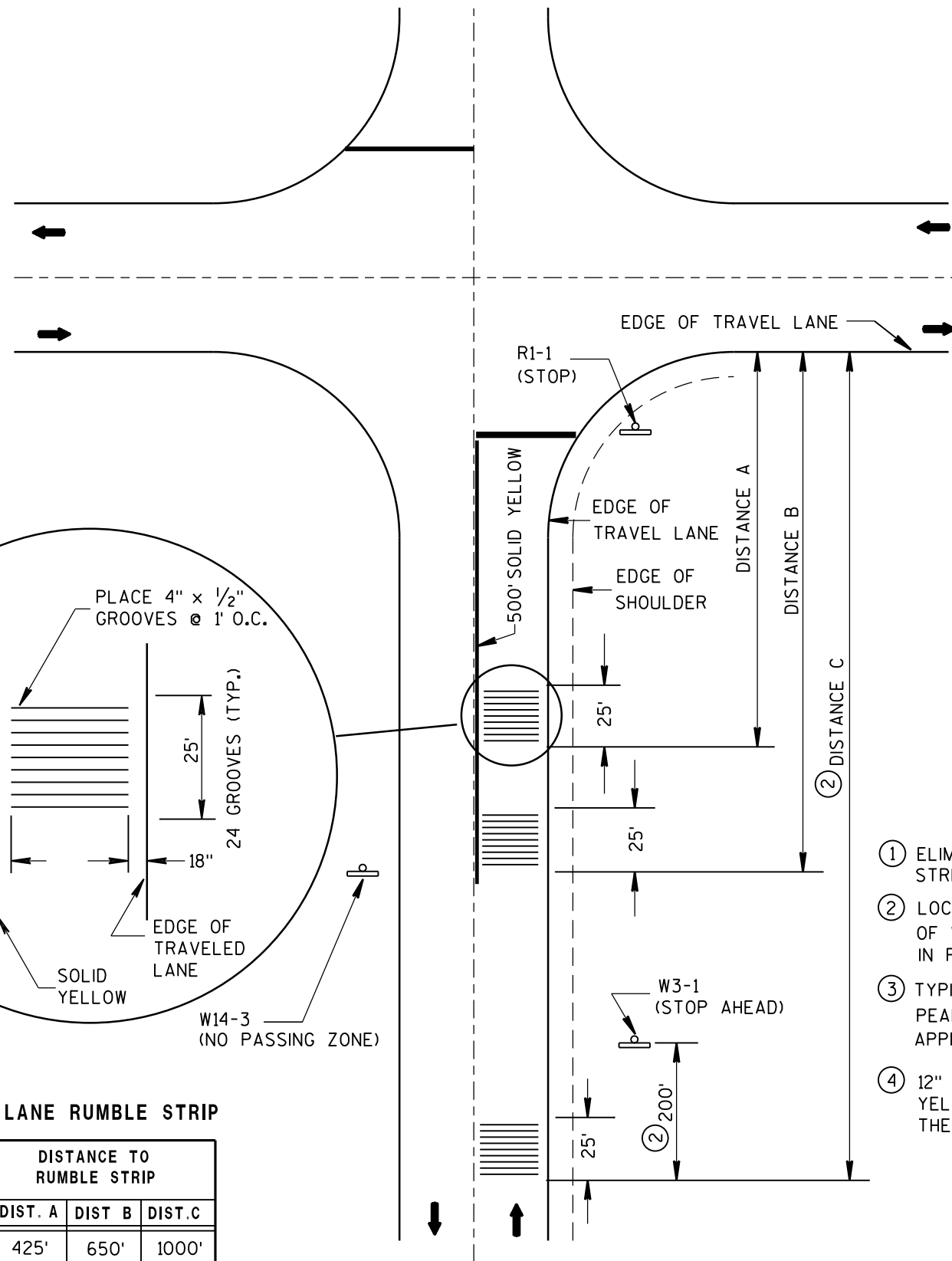




# SDD 13A8 Asphaltic Rumble Strips at Intersection



## TRAFFIC LANE RUMBLE STRIP

POSTED SPEED (mph)	DISTANCE TO RUMBLE STRIP		
	DIST. A	DIST. B	DIST. C
55	425'	650'	1000'
50	325'	450'	800'
45	275'	400'	650'
40	225'	①	550'
35	175'	①	475'
≤ 30	125'	①	425'

ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

## RUMBLE STRIP LOCATION

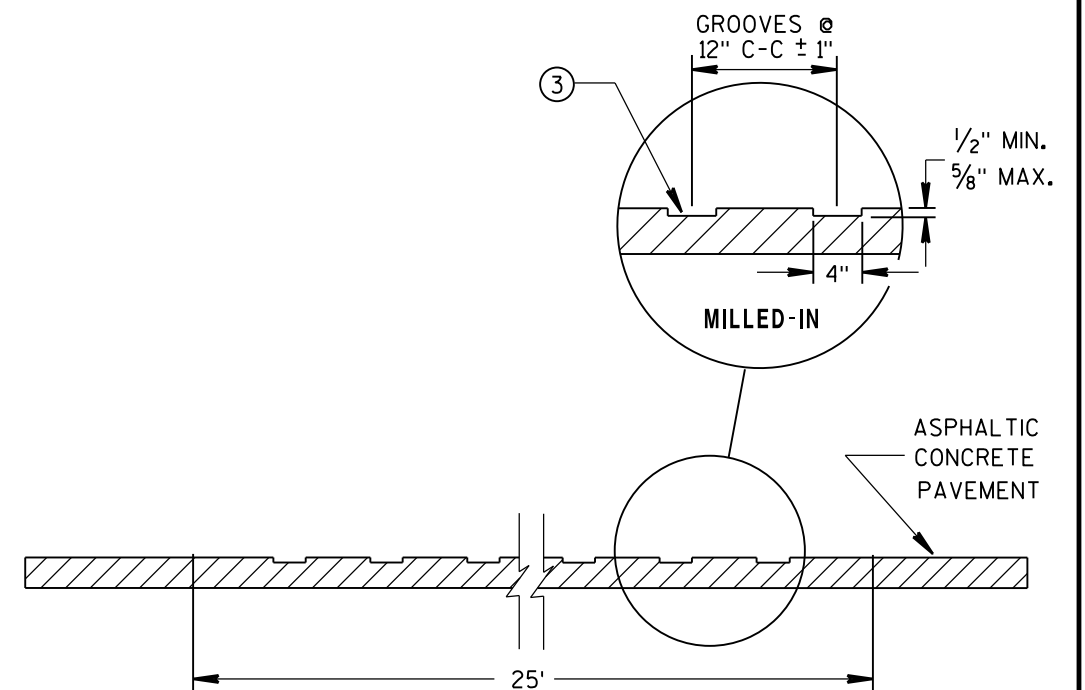
- ① ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.
- ② LOCATE RUMBLE STRIP 200' IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE C.
- ③ TYPICAL VERTICAL VARIATION BETWEEN PEAKS AND VALLEYS WITHIN THE CUT APPROXIMATELY  $\frac{1}{16}$ "
- ④ 12" CLEAR BETWEEN THE SOLID YELLOW LINE AND THE EDGE OF THE RUMBLE.

## GENERAL NOTES

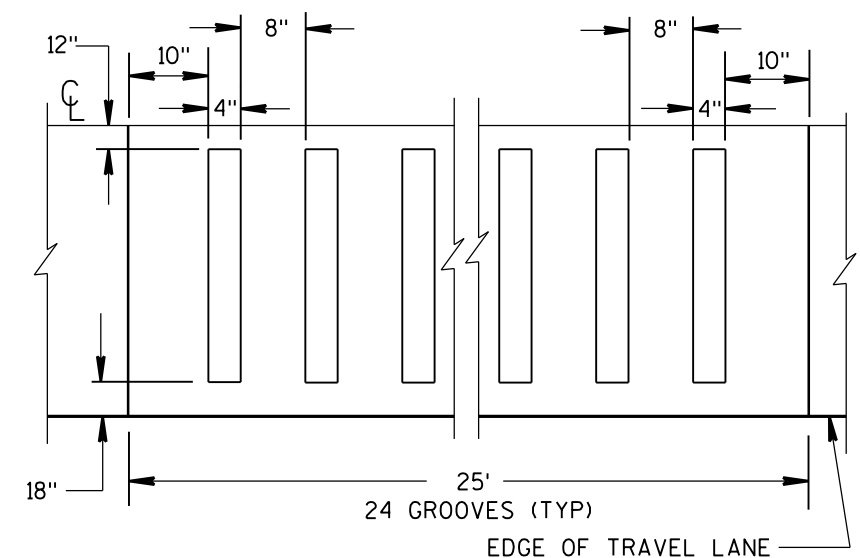
CONTRACTOR SHALL CONFIRM RUMBLE STRIP LOCATION WITH THE ENGINEER PRIOR TO INSTALLATION. THE ENGINEER MAY MODIFY THE RUMBLE STRIP LOCATION AS FIELD CONDITIONS DICTATE.

WHEN ASPHALTIC PAVEMENT IS NEW IN THE RUMBLE AREA THE CONTRACTOR SHALL ALLOW THE PAVEMENT TO CURE A MINIMUM OF 7 DAYS PRIOR TO RUMBLE INSTALLATION.

PAVEMENT MARKING AND SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.



## ELEVATION VIEW



## PLAN VIEW ASPHALTIC PAVEMENT MILLED-IN

## ASPHALTIC RUMBLE STRIPS AT INTERSECTION

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

### APPROVED

8-17-2011  
DATE

FHWA

/S/ Jerry H. Zogg  
ROADWAY STANDARDS DEVELOPMENT  
ENGINEER

*Asphaltic Rumble Strips at Intersection***References:**

NONE

**Bid items associated with this drawing:**

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
465.0450	Asphaltic Intersection Rumble Strips .....	SY

**Standardized Special Provisions associated with this drawing:**

<u>STSP NUMBER</u>	<u>TITLE</u>
NONE	

**Other SDDs associated with this drawing:**

NONE

**Design Notes:**

This SDD should typically be used where there is a 4-way stop condition or even a 2-way stop condition where there is some fear that the motorist may not see or expect a stop condition ahead.

The designer should be particularly aware of residences in the immediate area of the rumble strips. The sound generated from rumble strips may carry for a long distance, particularly at night when the ambient noise is quieter than in the daytime.

The designer should also be aware of sight obstruction from trees or other signs that may be too close to the proposed W3-1 (STOP AHEAD) sign.

This detail is not intended to address the pavement marking required at the approach to the intersection, the stop bar or other signs such as the No Passing Zone pennant. The designer must address pavement marking and signing details and specifications elsewhere in the contract as the general notes stipulate.

**Contact Person:**

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